Pollution and effects of the recycling of chemical and other Textile Waste

975. SHRI SUSHILKUMAR SAMBHAJIRAO SHINDE: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether imports of lead chemical wastes and other toxic wastes, besides waste paper intended for recycling, have phenomenally increased over the recent years since 1991-92;

(b) if so, the extent of such imports during each year; and

(c) what steps have been taken to minimise the pollution and effects of the recycling of such wastes on human health and hygiene?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI RAJESH PILOT): (a) and (b) The available published information indicates that the imports of copper, lead and zinc wastes have decreased, while that of waste paper has increased. The figures of such imports from 1991-95 are as follows:

Year	Copper Waste (in tons)	Lead Waste (in tons)	Zinc Waste (in tons)	Paper Waste (in tons)
1991-92	13796.47	16389.40	27724.06	385000.00
1992-93	8265.09	8234.84	34189.45	476000.00
1993-94	8242.19	13575.47	33530.78	626000.00
1994-95	7476.00	13509.15	23145.28	not available

(c) Standards under the Environment (Protection) Act, 1986 have been notified for emissions and effluents from such industries. The operations in the major units in the organised sector are continuously monitored to ensure compliance with these standards. As regards the smaller units action has already been initiated to assess the situation, and closure orders were issued to some of the lead smelting units in the unorganised sector in Delhi and Calcutta. The Port and Customs authorities have also been instructed to handle such consignments as per the requirements of the Hazardous Wastes (Management and Handling) Rules, 1989. The import of such items that were under OGL have been included in the negative list with a mandatory requirement of clearance under Hazardous Wastes (Management and Handling) Rules, 1989.

Non-Availability of Tankage facilities at Ports

976. SHRI RAHASBIHARI BARIK: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether adequate tankage facilities are not available in the country's major ports for the storage of kerosene;

(b) if so, the steps taken for construction of tanks for providing adequate storage facilities for kerosene; and

(c) the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI M. RAJASEKARA MURTHY): (a) to (c) The Major Ports of the country do not own any tankage facility for storage of kerosene. Tankage facilities are created by Government Oil Companies/parallel marketeers on the basis of existing and future needs.

However, adequate lands have been